

which were unable to get at the sailor on account of the crowd and fired their revolvers in the air. When they got Carlson to the Clymer street station he had been beaten on the head and body.

TWO MEN SENT TO JAIL.

Two others got away because girls' testimony is not corroborated.

The Court of Special Sessions gave up a large part of its time yesterday morning to considering crimes against girls. Paul J. Schmidt, 23 years old, a blacksmith, of 1473 Second avenue, was sentenced to one year in the penitentiary. Schmidt was convicted on the testimony of eleven-year-old Catherine Kennedy, who lives in the same house.

The testimony convinced the Court that while the girl had not been injured physically there was an attempt to impair a minor's morals. The girl's testimony was corroborated by her aunt.

Agton Le-Yant, 45 years old, a laborer, of 504 West Thirty-sixth street, was sent to the workhouse for six months on the testimony of two fifteen-year-old girls.

An aged Italian shoemaker named Gascone of St. Ann's avenue and 1221 street, the father of eight children, was the next defendant. Two girls, 7 and 9 years old, appeared against him. They told of having visited his shop in a basement and of receiving candy and pennies from him. A man living across the street gave testimony in corroborating them. The case was postponed until tomorrow to get the testimony of the policeman who made the arrest.

Two other cases against Italians were dismissed because no other witnesses appeared against the defendants but their so-called victims, who were from 5 to 9 years old. The law makes it necessary to have the testimony of very small children—children who do not know the nature of an oath—fully corroborated.

The officers of the Children's society and the Court, as indicated by their questions, were convinced that the two men were guilty of shocking crimes, but under the law the Court had to discharge them.

TELLS POLICEMEN WHAT TO DO.

Borough Inspector Flood Discusses Police Duty With Five Hundred Brooklyn Cops.

Five hundred policemen who were off duty yesterday afternoon gathered in Prospect Hall, South Brooklyn, to hear Borough Inspector Flood discuss police duty and how it should be performed. The meeting was arranged by First Deputy Commissioner Arthur J. O'Keefe, who had a long conference with the inspectors on Monday and Tuesday to talk directly to their men and point out the best manner to stop the "wave of crime." The talk will be continued every day this week until the Borough Inspector has addressed every policeman in the boroughs of Queens and Brooklyn.

E. F. U.'s Crime Committee Calls on McGowan.

A delegation of the Central Federated Union called yesterday on acting Mayor McGowan for the purpose of submitting two suggestions as a means of affording more protection from what they called the "crime wave." One of their suggestions was that the Sheriff should employ a large force of special deputies to patrol the streets, and the other was to place at the disposal of the authorities as many of the union's members as might be needed, should the Mayor deem it necessary to organize some sort of a citizen police force. Mr. McGowan thanked the committee for its offer, but told his callers that he thought the Police Department was fully able to cope with the situation.

SHE PLEADS TO BE DEPORTED.

Immigration Bureau Stamped by Singular Request From New York.

WASHINGTON, Aug. 6.—An unusual request was received at the Immigration Bureau to-day when a letter was received from an Austrian woman in New York city asking that she be deported. She wrote that she was ill in a hospital, that she was without funds and had three children. Deportation cannot be ordered in the case unless the woman is here in violation of law. An inquiry to determine the facts has been ordered.

AUTOMOBILE OVERTURNED.

Fell into a Ditch on Amsterdam Avenue and Two Men Were Hurt.

An automobile owned by the Continental Asphalt Paving Company, in which four men were riding, went down Amsterdam avenue so fast last night that Bicycle Policeman Emile gave chase. The chauffeur tried to make a sudden turn at 107th street and the machine went into a ditch and overturned.

John Ellingworth of 950 Columbus avenue was taken to the J. Hood Wright Hospital, unconscious. Mrs. E. E. Ellingworth, of 136 West 108th street sustained cuts which were dressed by Ambulance Surgeon Kretsching. Frank Weigand, who refused to give his address, and the driver, Frank Lomi, Lomi disappeared after the accident. The policeman said that the car was going forty miles an hour when he went after it.

MRS. PEARY TO STAY AT HOME.

While Her Husband Is Up North She Will Keep House on Eagle Island.

PORTLAND, Me., Aug. 6.—Mrs. Robert E. Peary, wife of the explorer, will remain this fall and winter at her cottage on Eagle Island, a desolate rocky bit of land in Casco Bay, five miles from shore. Mrs. Peary has two children, Marie, aged 11, and Robert, Jr., aged 9, who will be with her. Antonio Gomez, an old Spanish servant who has been the major housekeeper for Peary, will hold for ten years with his wife and five children, also will be there.

Mrs. Peary expects to go by train to St. Lawrence, Canada, where her husband's ship, will touch on the way north. She will be there only a short time.

MORE CHINESE ARRESTED.

Boston Police Get Two More Tong Men for Chinatown Shooting.

BOSTON, Aug. 6.—Dong Buck Lin and Yee Sing were arrested to-day, making nine Chinese, including Mook Duck, to be assigned August 13 on charges of murder in connection with a shooting in Boston's Chinatown last Friday night.

Sing, a New Yorker, was found in Portsmouth, N. H., and brought to Boston. Dong Buck Lin was captured in a house on Montgomery street, this city. He said he lived in Lynn.

Leo Koi Nom died at the Emergency Hospital to-day, making four deaths for which the Hip Sing Tong is held responsible. Two more Chinese are expected to die as a result of the shooting.

Boys from Quincy told the police to-day that they had seen several Chinese in a meadow there recently shooting at tin pie plates as targets. They are thought to have been long men learning to use their revolvers.

One Eyed Yeggman Slayer.

James Courtney, a yeggman who is known as "Leadville Jimmy," was arraigned yesterday before Judge Foster in General Sessions on charges of having murdered Carrie Engelhardt in the basement of a disorderly house in Delancey street on October 7, 1900.

Courtney was arraigned in the clothes he got leaving San Quentin prison, where he has just finished a term for another homicide. He has only one eye and is an elderly looking man. He pleaded not guilty and asked for a trial by jury. He was assigned to defend him.

ONLY CURIOUS; NOT A MOB.

SIGHTSEEING PARTY SCARED WHEN AUTO KILLED BOY.

It Was on the Lower East Side and Visitors Had Been Reading the Newspapers—No Demonstration—The Boy Had Been Stealing a Ride—Driver Arrested.

The sixteen out of town folk who climbed into one of the big green touring cars at the Bartholdi Hotel yesterday morning for a sightseeing trip through the lower East Side got more than their money's worth. They saw a small boy knocked under one of the heavy wheels, observed the quick formation of a "frenzied mob" and almost had heart disease when a sightseer from Arkansas thought he heard one of the "infatuated citizens" say something about lynching some one.

The "mob" was only one of those East Side gatherings of the curious which form at the slightest provocation, and was as harmless as a feather; but the sightseers weren't taking any chances, and chose to ride to the Eldridge street station when the chauffeur was taken there.

The automobile, driven by Meyer Klushkin of 107 West Forty-sixth street, got to Chryse street at about noon. The megaphone man, W. D. Hamilton, was busy telling them that they were approaching the "heart of the Ghetto" when one of the sightseers drew his attention to a crowd of small boys who were stealing rides from every part of the machine that offered a foothold. Hamilton leaned over his wheel and told the boys to get off, but that the boys who didn't jump off.

Tony Pasquerelli of 54 Hester street, the nine-year-old son of a bootblack on one of the nearby corners was riding on the axle. He fell under the ten inch rear wheel. The wheel struck his head squarely and crushed it.

When the East Siders crowded around the machine the sightseers who had heard about the "wave of crime" grabbed the seats with both hands, ready to hold out against the "mob." Some of the more timid ones even crouched under the seats.

The coolest man in the automobile was the driver, who apparently had been in such a predicament before.

Policeman Gannon and Sergeant Clifford of the Eldridge street station got their clubs out when they saw the size of the crowd, but when they saw that the sightseers were harmless, they wanted to have the sightseeing party disband right there so they could take Klushkin to the station. The sightseers, however, said they would rather be arrested than turned loose in the crowd. The driver then took the car to the station house, where there were three other sightseers party back to the Bartholdi Hotel.

Klushkin was released in \$1,500 by the Coroner.

CONDEMNING FOUL MILK CANS.

The New Inspectors Get to Work at N. Y. Central Milk Depot.

Chapter 810 of the agricultural law, as amended on July 18, became effective last night, twenty days after the enactment of the amendment. This amendment provided for the sealing of all milk cans that are returned empty and dirty from city dealers to the country dairymen. By this new law the town milk dealers must clean all cans before returning them.

The new law provides for the creation of inspectors to see that these cans are returned cleaned. The inspectors were promptly created and were on the job last night. They inspected the cans at the Central Milk Depot, from which place 7,000 empty cans are shipped up the State each night.

P. Burke, chief of the bureau of dairy products of the State Department of Agriculture, was at the station with Henry Kraack, deputy commissioner. J. E. Stuyvesant, chief of the inspection committee, was also on hand to see what happened. A lot of inspectors arrived with small augers, tack hammers and stannum tags, which have printed on them.

"Condemned. Department of Agriculture," 400 cans had arrived at the station by midnight. The inspectors said they expected to find many unclean cans. When they do they will bore a little hole, tack the "condemned" tag on and then report to the Attorney-General's office. The latter office will take up the cases and get after the milk dealers who were so indiscreet as to send dirty cans to the State.

Deputy Commissioner Krackey had examined 400 cans of milk up to midnight. He said that one out of every ten was found to be dirty. Floor sweepings, stale bread, particles of meat and other foreign matter were found in them. The nearest thing to each local dealer who sends back the dirty cans and suits will be brought.

HUNT FREIGHT CAR ROBBERS.

Detectives in a Fight With N. Y. Central Bandits.

Freight cars of the New York Central Railroad have been plundered near the Spuyten Duyvil yards in the last two weeks and about \$20,000 worth of goods stolen. The dispatcher's office here got word from Peekskill last night that two tough looking men on a freight bound for this city. Detectives Trainor and Ryan boarded the freight at Spuyten Duyvil and when it had moved on locked up the two men.

One drew a revolver on Trainor. Trainor grappled with him and got the gun, but the hobo or crook managed to roll off the train. The other crook followed suit before Ryan could get to them. The train was going 20 miles an hour.

The train was stopped and the detectives went up the tracks, but could not find their men. They rounded up the 18th street four men that were coming in on a milk train and who had fought the train crew when it tried to put them off.

ORDERS IGNORED, 3 LIVES LOST.

Wreck on Southern Railway by Head On Collision of Trains.

RALEIGH, N. C., Aug. 6.—Overlooking train orders was responsible for the loss of three lives, the wreck of two locomotives and the burning of eleven freight cars to-night on the Southern Railway near Auburn, eight miles east of Raleigh. The dead are William C. Parker, the engineer of the freight train; Fireman Young and Jack Bethel, colored fireman. The body of the negro was recovered but the others are still in the burning wreckage. Many passengers sustained minor injuries.

The wreck was caused by a head-on collision between a passenger and freight train. The passenger train, headed by Engineer W. C. Rippey of the passenger train, assumed the blame for the wreck, saying they forgot their orders. Rippey was slightly hurt.

Secretary Wilson Still in Bad Health.

PORTLAND, Ore., Aug. 6.—Secretary of Agriculture Wilson, who arrived here on Sunday, is still ill at his hotel and declines to see any one. Casper Wilson, the Secretary's son, said that his father contracted a severe cold on his trip from Puget Sound to Portland and that he had passed a restless night.

Gunning for a Chief of Police. WILKESBARRE, Pa., Aug. 6.—The second attempt in two weeks to murder Chief of Police Welke of West Berwick was made early this morning. As he was walking through the foreign quarter in West Berwick a shot was fired at him from behind. He fell, but was not hurt, but did not see any one.

ATTACK STANDARD OIL HERE.

Bonaparte's Special Assistant Coming to Jamestown, Up the State.

CHICAGO, Aug. 6.—The next point of attack upon the Standard Oil Company will be at Jamestown, N. Y. This became known to-night, following closely upon the departure from Chicago of O. E. Pagin, special assistant to Attorney-General Bonaparte. Attorney Pagin left for Jamestown to draw new indictments on charges of receiving rebates on shipments from the refineries at Oiland, N. Y., to points in the Vermont and Maine fields.

Subpoenas were issued to-day in the cases against the Chicago and Alton Railroad and the Standard Oil officers and summonses were sent out rounding up the sixty veniremen who are to appear on August 14 to be drawn upon by the Federal Grand Jury that will pass on the indictments.

District Attorney Sims would not make public statement of what he had to be expected, but it is practically certain that among them will be H. E. Felton, president of the Union Tank Line, a Standard Oil company which furnished cars for the shipments of oil from Whiting, Ind., to East St. Louis; Fred A. Wann, former general freight agent of the Chicago and Alton, and E. E. Hollands, chief clerk of the Chicago and Alton.

The departure from Chicago of District Attorney Sims is believed to have something to do with the coming investigation of the Chicago and Alton. Special Assistant James H. Wilkinson departed to-day morning leaving the district attorney's office in charge of Assistant District Attorney Robert W. Childs.

It was reported that Mr. Sims was on his way to Westchester county, where he was to see the members of the General Bonaparte. This was denied by Mr. Childs and the other assistants in the office. Former United States District Attorney of the Western District of New York, Mr. Childs, was in the district attorney's office to-day and had a talk with Mr. Childs.

FORAKER ON THE BIG FINE.

Says He Helped to Do It by His Activity in Elkins Law Matter.

CAMBRIDGE, Ohio, Aug. 6.—Senator Foraker in a speech which he made here to-day spoke of the fine imposed on the Standard Oil Company by Judge Landis in Chicago last week.

"Of the more than one hundred cases brought against railroads, corporations and shippers in the last two years every one, including the one in which the Standard was heavily fined last Saturday, was brought under the Elkins law, which I helped to frame and pass," said the Senator.

The greater part of his address here was devoted to a defense of his public career. He discussed the joint stock act, the Brownsville riot and the rate law controversies. He declared that if he is to be eliminated for voting as his conscience and best judgment dictate, simply because three times in which no policies but were at stake, he had been elected from Roosevelt, then he didn't desire to return to public life.

He referred to the joint stock act and said that he understood that the President now felt that his former stand on the question was foolish.

When asked whether he was a candidate for the Presidential nomination he said: "No one should be a candidate for so high an office."

Senator Tillman's challenge for debate on the rate question, Senator Foraker paid the highest tribute to Tillman's ability and integrity, but said that unless the matter was brought up by the Senate he would not turn aside from other issues to discuss the rate question.

SQUARE DEAL FOR STANDARD?

Washington Discovers Little Virtue in Mr. Archbold's Protest.

WASHINGTON, Aug. 6.—Exception is taken here to the statement of Vice-President Archbold of the Standard Oil Company that in the preparation of the Smith report the Standard did not get an opportunity to be heard.

"I might say," declared an officer who refused to permit his name to be used in this connection, "that in every step we have taken in our efforts to get at the facts concerning the operations of the Standard Oil Company we have met deception, fraud, men and deceit in methods. I might use shorter and uglier words, but you will catch my meaning."

In the inquiry made by the Government prior to the election of Smith, the Standard being fined \$20,000, the officers say, Standard Oil representatives absolutely denied the charges made by the Senate committee near making good in their assertions, and the Government was about to abandon the prosecution when special agents accidentally ran across the bills of lading in the Alton case.

It was shown beyond a doubt, it is said here, that false and misleading schedules were submitted to the Interstate Commerce Commission by the railroad company. Then the Government decided to go ahead.

"We discovered that the Standard refineries sold kerosene at a profit of 10 percent, while the Standard Oil Company was making a profit of 20 percent," said an officer, "and that the marketing company was in all probability a mere device to enable the Standard to make a profit of 20 percent on the kerosene sold at a profit of 10 percent. When we advised the Standard representatives of our discoveries they told us that it made no difference what the profits of the concern were, that we were meddling and prying into matters that we should not touch."

LA FOLLETTE SOLVES IT.

Fine the Big Corporations Half Their Property for Violations of Law.

OMAHA, Neb., Aug. 6.—The fine imposed upon the Standard Oil was not too heavy, and it is too bad that an imprisonment penalty could not be applied to the officers of that corporation," said Senator La Follette to-day in a lecture before the Bellevue Association. "No fine could be levied for such a crime. The Standard will make the people pay that fine. The corporation itself never will let that much money go out of its coffers; it must come from the people."

"Can this be remedied? Certainly. Suppose, for example, that the punishment for a violation of this law were made to be a fine of one-half the corporation's entire property for the first offense and the other half for the second offense. Do you think they would risk breaking the laws with such a penalty threatening them? I don't believe the principle of vested rights would stand in the way of the passage of such an act."

"If the conviction was held upon sufficient evidence it will stand, and consequently we need not fear the investigation of the anti-trust laws. The Sherman act is sufficient if enforced properly."

OHIO'S GOVERNOR ILL.

Andrew L. Harris Taken With Pneumonia at Encampment of War Veterans.

CLEVELAND, Aug. 6.—Andrew L. Harris, Governor of Ohio, was taken seriously ill of pneumonia while attending the State encampment of the United Spanish War Veterans at Defiance to-day. He was sent to the State Hospital in Toledo. Word to-night from Toledo said the patient was resting comfortably and would probably recover.

Clara Hilger Betrothed to Capt. Lee.

Special Correspondent.

LONDON, Aug. 6.—The betrothal is announced of Clara, daughter of the late Douglas Hilger of New York, to Capt. Lee of the Twentieth Hussars.

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FAKE DEEDS FOR BAIL BONDS.

District Attorney's Office Looking Into the Transfer of C. E. Appleby's Property.

Charles Edgar Appleby came from his summer home at Glen Cove, L. I., to the Tombs police court yesterday to prosecute two men for perjury. Mr. Appleby is 33 years old, but is very vigorous. It was his third trip to that court in the case, but he is determined to keep after the defendants.

The prisoners are John Bough, who is the proprietor of a Bowery saloon, and Patrick J. Moore, who was a searcher for the Title Guarantee and Trust Company. Both are charged with having forged Mr. Appleby's name to a bogus deed transferring two houses and lots at 833 and 835 Eleventh avenue to one Edith Stonebridge.

The deed was used subsequently by Bough as a basis for a criminal court bond business.

The matter was laid before the District Attorney, who assigned Mr. Keogh, one of his assistants, to investigate. It did not take Mr. Keogh long to secure warrants for Bough and Moore and their lieutenants.

The case had been postponed three times and further effort was made yesterday to put it over again. Magistrate Steinert insisted that Mr. Appleby should not be annoyed further and made the lawyers take his testimony. Maurice Meyer, counsel for Bough, said he would show that Mr. Appleby's title was defective, that he never owned the property, that he had sold it, and that he had been in undisputed possession of it ever since.

Mr. Meyer brought out that the same property had been involved in 1895 in a similar case, when Francis Prendergast was charged with perjury before Judge McGowan. At that time, Mr. Appleby testified, he appeared as a witness, but that his title was not at all questioned.

The case was then adjourned until tomorrow morning. The District Attorney's office suspects there may be some connection between the operations of Bough, Moore and Carl Becker, alias Joseph Driscoll, all of whom have been arrested in the last two weeks. The District Attorney has not been able to connect the prisoners, but it is believed that there is a coincidence in the similarity of their methods.

RIVAL PROBES IN NEW JERSEY.

Legislative Committees Hunting Scandals for Political Effect.

TRENTON, N. J., Aug. 6.—It is probable that in another week or two there will be three rival legislative investigations under way in New Jersey, the primary purpose of each being to make political capital for the gubernatorial campaign next fall.

Heretofore the Democrats had the centre of the stage with the Assembly committee appointed to investigate State affairs and the management of county institutions. To-day Senators Bradley, Republican, of Camden; Avis, Republican, of Gloucester; and Price, Democrat, of Sussex, who were appointed to conduct a counter investigation, have been elected to the place of campaign. Senator Bradley was elected chairman and Prosecutor Eugene Emmit of Paterson was chosen as counsel.

Both the investigation committees are to go into Democratic counties to unearth such scandals as are to be found. The Freeholders of Hudson county and the aldermen of Jersey City are the first among the subjects to be inquired into.

Clothing dealers called as experts by the House investigating committee to-day testified that the price paid by the State for clothing purchased for the State Hospital for the insane in this city ranged from 20 to 100 percent above a fair market price. In a Brooklyn miles was killed and twenty-five persons were injured.

The verdict holds Edward W. O'Brien, the trainmaster and Michael W. Duffy, night station inspector, guilty of criminal negligence. They were paroled in the custody of Joseph H. Adams, counsel for the company. A motion was made for the verdict aside. The verdict says in part:

"We ensure the Interborough Rapid Transit Company for not providing sufficient means of transportation, although having full knowledge of the fact that a great number of people had been transported northward and southward that day, and were expected to return to their respective homes in the evening by the same method of transit. The station staffs and conductors were not providing a sufficient number of guards on each train to prevent the passengers from standing and crowding upon the front and rear platforms."

William L. Williams, the motorman, was excused on the ground of his illness. The collision occurred on the east side of the Hudson River, near the foot of the Hudson River, near the foot of the Hudson River, near the foot of the Hudson River.

OBITUARY.

Alfred H. Littlefield, president of the Littlefield Manufacturing Company of Patuxent, Md., died yesterday in Albany of cancer of the stomach. He was 62 years old.

He had spent the greater part of his life in the iron and steel industry, having been in the employ of the Carnegie Steel Company for many years. He was a member of the Rhode Island, who died in 1883. After a high school course he was for a short time clerk in the office of the Savings Bank. In 1880 he was made secretary of the Littlefield Manufacturing Company of Patuxent, Md., and he held this place for several years.

Frederick William Keutgen, a member of the old shipping firm of Glopeke, Keutgen & Reichelt, the first agents in this country for the North German Lloyd Steamship Company, died on Monday at his home, 135 Amity street, Brooklyn, in his seventy-eighth year. He was born at Bremen, Germany, and came to this country in 1853. He was German agent for the Hamburg-American Line, and was formerly president of the Board of Regents of the Long Island College Hospital. He leaves a widow, three sons and two daughters.

Mrs. Parnella Post, widow of the Rev. Woodruff Post, who with her husband established the historical haven for slaves at St. Catharine's, Canada, in 1850, died at Olean yesterday, aged 87 years. She was the daughter of the Rev. Gideon Draper, the first presiding elder of the Genesee district of the Methodist Church.

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ONLY PROVISION W. S. ALLEY COULD MAKE FOR HIS FAMILY.

To-morrow His Seat on the Stock Exchange Will Be Transferred and a Member Without a Cent Gave No Gratuity Benefit—Broker Had Gone Bankrupt.

William S. Alley, father of the Larchmont Club and for twenty-nine years a member of the New York Stock Exchange, killed himself with a revolver in his room at the Larchmont Club house late on Monday night. Because of heavy financial reverses, which had resulted in his petition in bankruptcy on May 4 last, Mr. Alley had sold his seat on the exchange on July 27, but he saved for his widow the \$10,000 security attaching to a seat on the exchange by killing himself before the transfer of his seat should become effective at noon to-morrow.

According to the rules of the Stock Exchange, notice of the transfer of a seat is posted ten days before the change becomes effective. The last seat on the exchange to be transferred is said to have brought \$75,000. Even though Mr. Alley may have secured a like sum for his privilege, he would have been the aggregate of the claims held against him by members of the exchange is \$90,890, according to the petition filed in bankruptcy. Since these debts are secured by a lien on the dead man's seat he could save nothing out of the wreck of his fortune but the gratuity insurance.

Mr. Alley went from Wall Street up to the clubhouse at Larchmont on Monday night. He seemed distraught and did not associate with the members who were in the house, but after waiting on the piazza for some time he went upstairs to the ante-room of the club library. A few minutes before a shot was heard and attendants rushed to the room. They found Mr. Alley on the floor in front of a mirror with a bullet wound in his forehead and a revolver still in his hand. Dr. William Stump, who he had good hands, he was taken to the Rochelle Hospital, but he died on the way.

Mr. Alley became a member of the exchange in 1878 and later was the board president of the firm of Alley, Field & Dowd. The second partner of the firm was Cyrus W. Field, Jr. After Field's failure in the late '80s the firm dissolved and was succeeded by W. S. Alley & Co.

Though many years of Mr. Alley's transactions on the Street were prosperous, misfortune began to come to him recently. The suspension of the firm of Alley, Field & Dowd, was one of the first of his troubles. The firm of Alley, Field & Dowd, was a member of the Stock Exchange to have their telephones removed from the trading floor of the exchange. Mr. Alley was suspended for a year by the exchange at this time, September, 1904. Later he was reinstated on May, 1905, before the expiration of the term of suspension.

The suspension from the exchange gave a heavy blow to Mr. Alley's business. On July 11, 1906, judgment of \$23,275 was obtained against him by C. H. & J. J. Yoder in favor of William O'Brien on a note for \$22,575. When judgment was entered Mr. Alley was again suspended from the exchange, according to the rules of that body.

He never sought reinstatement, because he could not announce himself solvent. He had an office with Sumner Brothers, 43 Exchange place, and traded on the curb without success until the accumulation of his debts forced him to file a petition in bankruptcy on July 27, 1906. His creditors on the floor of the exchange were W. E. Connor, Connor & Co., Sussdorf Brothers and De Coppel & De Coppel, and there were many others whose holdings against him were not so well secured. In his petition Mr. Alley declared that he had no assets to cover the \$191,331 liabilities.

Mr. Alley was an enthusiastic yachtsman. With Frank Anthony, William France and Fred Flint he established the Yacht Club of New York, and was the first treasurer of the new club and had held many offices in the organization since. The first club regatta on July 27, 1906, was sailed for the Alley pennant. His first boat was the Cruiser; later he became owner of William M. Tweed's Schmeer, which he had no further use for, and was sailed for the Alley pennant.

He had a villa at Larchmont and lived there most of his latter years. A Bryan Alley, who is secretary of the Larchmont Yacht Club, said that Mr. Alley carried no insurance. His home was on the corner of 107th street and Broadway, and he had two sons, two daughters, Bolton and Clarkson, aged 6 and 10 years. Mr. Alley had written a letter on Monday asking his brother to look after the care of his private affairs, but he had no hint of suicide.

CENSURE INTER-MET.

Coroner's Jury Blames Company for Third Avenue Elevated Collision.</